- 1. The military airfield used for the training of parachutists was located at the southeastern edge of Vitebsk (55°12° N/30°12° E), Thite Russian EER, and had an East—est runway about 2.5 km long and a southeast-northwest runway about 3 km long. Both runways were about 60 meters wide and were covered with concrete slabs. The runways were interconnected by a taxiway 1,800 meters long which ran by the three damaged hangars, each of which was 50x30 meters in size. The field seemed to be in a very good condition and was serviceable in all weather. Construction work was not observed. A spare parts depot, a vulcanizing plant and a repair shop were installed in the hangars. The aircraft were parked in the open. There were airfield boundary lights. The runways were illuminated by scarchlights fed by power units. A weather station was housed in a three-story administration building.
- 2. A centemment covering an area of about 2,000x500 meters was located in the southeastern corner of the field along the road to Orsha (54°30° N/30°27° E). This canton nt was occupied to capacity by at least 2,000 parachutists, all of whom wore the parachute badge. A four-story brick building, formerly the German soldiers, home in the town, was also occupied by parachutists.
- 3. The mirrield was occupied by 15 to 18 twin-engine aircraft (radial engine, single tail assembly, landing gear retracting rearward, plexiglass mose, machine gun station on top of the fuselage at the rear and section); 30 to 35 two-gliders.
- 4. Individual and formation flying at an average altitude of 400 meters was observed. About 10 to 12 biplanes and about 3 twin-engine planes were aloft at the same time. The aircraft usually took off toward the vest or northwest and, after dropping the parachatists over the training area south of Markovshchina, returned to the field. It took a formation of eight twin-engine planes about 30 minutes to rendezvous in the air. Individual twin-engine aircraft with a cargo glider in tew were also observed. The cargo glider was either released and landed over the parachatists training area or four parachatists jumped from it. Flights with cargo gliders were made only in good weather. Only individual biplanes would fly at night.

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- 5. Individual parachute jumps were made from the biplanes flying in formation of up to three. Group jumps were made from the twin-engine planes flying individually or in formations of up to eight planes. All the jumps were made from altitudes of about 400 meters. Each of the twin-engine planes carried eight parachutists who jumped in a period of 30 seconds. All the parachutes opened shortly after the parachutists had jumped. The dropping of weapons was not observed. Detachments composed of women wearing parachute insignia were also observed in the town. Three or four captive balloons moored at an altitude of 400 to 500 meters were seen daily at the parachutists' training ground. Three parachutists jumped from these balloons in rapid succession.
- 6. Another Po who had served with the German Air Force said that the twinengine planes were fitted under the fuselage with bomb racks which retracted rearward.

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